



**CONTRA COSTA COUNTY
EAST BAY REGIONAL PARK DISTRICT
LIAISON COMMITTEE**

**Thursday June 17, 2021
11 am-12:30 pm
Teleconference**

Due to COVID-19 and in accordance with the most recent Alameda County Health Order, and with the Governor’s Executive Order N-29-20 which suspends portions of the Brown Act, **this meeting will be conducted via teleconference only.** In compliance with said orders, a physical location will not be provided for this meeting. *Please see page 2 for public comment instructions.*

AGENDA

<u>Topic</u>	<u>Staff</u>	<u>Status</u>
1. Public Comment		
2. Introductions		
3. Fire Season Preparation and Local Partnerships	EBRPD- A. Theile E. Pfuehler	(I)
4. Iron Horse Corridor Legislation (AB1025–2019) Implementation	CCC- J. Cunningham	(I)
5. South Contra Costa County Micro-mobility Pilot Project	CCC- J. Cunningham C. Roner J. Stamps CCTA- C. Dutra-Roberts EBRPD- S. Dougan S. Wilson	(I)
6. RAISE Grant Applications	EBRPD- E. Pfuehler L. Baldinger S. Dougan	(I)
7. Future Dates		
(I) Information	(D) Discussion	(R) Recommendation

CCC/EBRPD Liaison Committee

June 17, 2021

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Committee Members:

EBRPD: Colin Coffey, Beverly Lane, Elizabeth Echols
Contra Costa County: Supervisor Diane Burgis, Chair
Supervisor Federal Glover, Vice-Chair

Staff Liaisons:

EBRPD: Erich Pfuehler, Chief of Government & Legislative Affairs; Kristina Kelchner, Assistant General Manager of Acquisition, Stewardship & Development; Aileen Theile, Fire Chief; Lisa Baldinger, Legislative and Policy Management Analyst; Sean Dougan, Trails Development Program Manager; Suzanne Wilson, Senior Planner

Contra Costa County: Abigail Fateman, East Contra Costa County Habitat Conservancy Executive Director/Department of Conservation and Development; John Cunningham, Principal Planner; Carl Roner, Senior Civil Engineer; Jamar Stamps, Principal Planner

PUBLIC PARTICIPATION: Live via Zoom. If you would like to make a live public comment during the meeting, this option is available through the virtual meeting platform:

<https://cccounty-us.zoom.us/j/83402004458>

Note that this virtual meeting platform link will let you into the virtual meeting for the purpose of providing a public comment.

If you do not intend to make a public comment please use the call in information below to listen to the meeting live:

Call: (214) 765-0478

Enter conference code: 198675

PUBLIC COMMENT: The committee is limited by State law to providing a brief response, asking questions for clarification, or referring a matter to staff when responding to items that are not listed on the agenda. ***If you wish to speak on agenda OR non-agenda items you will be asked to:***

- State your name, affiliation if applicable, and topic.
- Staff will compile names and will call each speaker in the order received.
- Each speaker will be allotted 3 minutes to speak; the Committee has the discretion to amend the time based on the number of speakers.
- Staff will track time and will inform speakers when their time is up.

A copy of the background materials concerning these agenda items, including any material that may have been distributed to a majority of the EBRPD Board less than 72 hours before the meeting, is available for inspection on the EBRPD website (www.ebparcs.org), the EBRPD Headquarters reception desk, and at the meeting.

The Contra Costa County Department of Conservation and Development will provide reasonable accommodation for persons with disabilities planning to participate in this meeting who contact Maureen Parkes at 925-655-2909 or maureen.parkes@dcd.cccounty.us at least 72 hours before the meeting.

FIRE SEASON PREPARATION AND LOCAL PARTNERSHIPS

June 17, 2021

CURRENT STATUS

The East Bay Regional Park District adopted a Fire Danger Operating Plan (FDOP) in 2010, the FDOP is based on the National Fire Danger Rating System (NFDRS). The NFDRS is an effective tool to assist fire management personnel through the visualization of potential fire severity. Since the mid-1990s the East Bay Regional Park District has utilized the information derived from NFDRS to execute operational decisions and procedures.

This current plan utilizes a nationally accepted science-based fire weather and fire history analysis system to make informed decisions on park operations, restrictions, and closures. The plan also outlines pre-suppression decisions, such as anticipating for extended or additional staffing at fire stations or selecting the level of initial attack response to a reported fire.

During extreme fire seasons, the Park District follows the Fire Suppression Resource Drawdown, which outlines the reduction in wild land fire suppression resources available for local assignment or reassignment due to commitments outside the two-county area. Excluding Cal Office of Emergency Services (OES) Fire 348 engine, a maximum drawdown of normally available EBRPD suppression resources will signal that no further out-of-district commitments can be made unless specifically approved by the Fire Chief. Additionally, further restrictions on activities within the parks may become necessary. For EBRPD, the maximum drawdown is reached when one of the following resources are committed out of the area:

- One fire officer;
- One Type 4 engine with 2 personnel; or
- One Type 3 engine with 3 to 4 personnel OES engine with 3 to 4 personnel

The availability of cooperating wild land fire suppression resources also may influence drawdown decisions.

The Park District currently has formal working MOUs with Cal Fire, Moraga Orinda Fire, and Berkeley Fire.

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IRON HORSE CORRIDOR LEGISLATION (AB 1025-2019) IMPLEMENTATION
June 17, 2021


CURRENT STATUS

Contra Costa County staff will provide a verbal review to inform discussion.

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CONTRA COSTA COUNTY
DEPARTMENT OF CONSERVATION & DEVELOPMENT
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TO: Liaison Committee: East Bay Regional Park District – Contra Costa County Board of Supervisors
FROM: John Cunningham, Principal Planner 
DATE: June 17, 2021
SUBJECT: **Contra Costa Transportation Authority's South Contra Costa County Micromobility Pilot Project**

Background

The Contra Costa Transportation Authority (CCTA) is coordinating a number of related micromobility¹ initiatives in the central and southern portion of the Iron Horse corridor and along the broader Interstate 680 corridor. Given the role that the East Bay Regional Park District (EBRPD) and the County have in owning, operating, and maintaining the Iron Horse corridor, staff is bringing this update on the micromobility efforts to the Liaison Committee.

Update

In February 2021, the San Ramon City Council unanimously approved a 24-month pilot program for shared mobility devices, including electric assist bicycles, electric trikes, and electric scooters. Similarly, the Town of Danville and the City of Walnut Creek councils, asked staff from the CCTA to investigate the possibility of a shared micromobility pilot. Staff from all Iron Horse corridor jurisdictions, including the County and EBRPD (who manages the Iron Horse Trail on behalf of the County), believe a regional approach to such a pilot is the preferred approach.

The City of San Ramon is prepared to launch a pilot during the summer/fall of 2021, Danville and Walnut Creek are likely to join San Ramon with a launch at a later date.

CCTA's Shared County Shared Micromobility Pilot Program (SCSMPP) will inform the development of long-term policy solutions to expand sustainable mobility options equitably while protecting public safety on regional paved trails, city streets, and sidewalks.

The City of San Ramon together with CCTA convened the SCSMPP Task Force comprised of staff from Iron Horse corridor adjacent jurisdictions and partner stakeholders who have authority over relevant infrastructure where the public might use shared micromobility devices.

Primary SCSMPP Task Force member staff include San Ramon, Danville, Walnut Creek, BART, Contra Costa County, East Bay Regional Parks District, and Bishop Ranch. Additional SCSMPP Task Force member staff include Dublin, 511 Contra Costa, and Concord.

¹ Micromobility refers to a range of small, lightweight vehicles operating at speeds typically around 15 mph, and include e-bikes, electric scooters, electric skateboards, shared bicycles, electric pedal assisted bicycles, and conventional bicycles.

Concurrent with San Ramon's effort, CCTA is embarking upon the Bay Area Mobility-on-Demand (MOD²) pilot, a multi-modal trip planner with study area boundaries of San Ramon and Walnut Creek. The MOD trip planner will focus on encouraging non-auto trips along the I-680 study corridor.

Thus far, outreach has been conducted to the following bodies: San Ramon City Council, San Ramon Transportation Advisory Committee; SWAT; Transportation, and the Board of Supervisors Transportation, Water, and Infrastructure Committee.

Outreach will be conducted to the Iron Horse Corridor Management Program Advisory Committee; Alamo Municipal Advisory Committee; CCTA's Countywide Bike and Pedestrian Advisory Committee, bicycle advocacy groups; and EBRPD Advisory and Board Executive committees.

The SCSMPP will:

- Set a dynamic device cap based on utilization. Consider at least 50 devices to start.
- Utilize "lock-to" or self-locking devices.
- Require vendors to create interactive safety education for users and increase the availability of helmets for riders at the time of use.
- Require operators to share real-time utilization data with the SCSMPP stakeholders
- Allow selected operator to expand contract to regional partners (Danville, Walnut Creek, BART) when ready, with electric pedal assist bike, acoustic bike, electric tricycle, and electric stand-on scooter options.
- Ensure equitable distribution throughout the City of San Ramon and/or pilot deployment region (San Ramon, Danville, Walnut Creek, including Walnut Creek BART).
- Require operators to develop systems that will remedy improper parking, including pick up/drop off zones and incentives.
- Provide operator customer service and responsiveness to resident and user complaints, including a 24-hour hotline.

Vendor Procurement

During the summer of 2021, CCTA plans to conduct vendor solicitation for the SCSMPP. The primary objective of the selection process is to identify a shared mobility vendor who can meet high standards of service and response and provide an orderly process of device operation and maintenance. The solicitation may initially be conducted for the City of San Ramon with the potential to expand the deployment area to include Danville and Walnut Creek, including the Walnut Creek BART Station.

Copy:

Peter Engel, Director of Programs – Contra Costa Transportation Authority
John Kopchik, Director – Conservation and Development

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² Mobility on Demand (MoD) refers to the ability of individuals to use various transportation modes to make their journeys more efficient, complete, or convenient. Technology is foundational to this approach, allowing people to be quickly informed of the mode options resulting in a more productive or efficient trip.

RAISE GRANT APPLICATION

June 17, 2021

CURRENT STATUS

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is critical the Park District has sufficient resources to close gaps and expand the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

On April 13, 2021, the Department of Transportation issued the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant notice of availability (formerly BUILD). The deadline to submit an application is July 12, 2021. A grant award maximum is \$25 million. All proposed projects must provide for a 20% funding match. Applications can be no more than 30 pages in length. Awards will be announced in November 2021.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. The Park District recognizes addressing traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District also recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. For the Park District's 2021 RAISE grant application, the following projects are proposed:

1. **Iron Horse Trail Extension – Concord to Benicia Bridge:**

Project: Construction for a .25-mile paved Class I multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing of Marsh Drive.

Partners: This project is in partnership with Contra Costa County Water Conservation and Flood Control District.

Community Benefits: This is a key extension of the 40-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000 by then-First Lady Hillary Rodham Clinton, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 40 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

2. **Richmond Bay Trail Gap Closure:**

Project: Construction of a .75-mile paved Class I multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson in Contra Costa County providing a connection to the Hercules Intermodal Transit Station and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: The project is in partnership with the City of Richmond and Contra Costa Transportation Authority.

Community Benefits: The Hercules Intermodal Transit Center will combine three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located in western Contra Costa County on the San Pablo Bay shoreline.

The trail also connects to a major Bio-Rad Laboratories campus. This segment has regional transportation implications because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

3. George Miller Regional Trail to Martinez Intermodal Station Gap Closure:

Project: This Martinez trail gap covers a .5-mile paved Class I multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: The project is in partnership with Contra Costa County, Union Pacific Railroad and the City of Martinez.

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento and regional bus service for the residents of Port Costa and Crockett, as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for the residents within low-income communities, in addition to creating the possibility for regional bicycle commutes. The project will also improve the traffic safety and mobility outcomes for those who are walking and bicycling around the region out of necessity.

4. Tassajara Creek Trail Gap Closure – Connecting Housing and Retail to Dublin-Pleasanton BART:

Project: Construction of a .6-mile paved Class I and .65-mile unpaved multi-use connection of the Tassajara Creek Trail. The project includes perimeter fencing, security and safety infrastructure upgrades along the trail's boarder with a U. S. Army Reserve Training Facility.

Partners: The project is in partnership with the U. S. Army Reserve and U.S. Army Corps of Engineers.

Community Benefits: This project would safely connect neighbors of Camp Parks Army Reserve Training Area to the Dublin-Pleasanton BART station and a previously TIGER II funded Iron Horse Trail segment—both of which provide connections to the greater San Francisco Bay Area Region.

5. Marsh Creek Trail Extension:

Project: Construction of a three-mile paved Class I multi-use connection of the Marsh Creek Trail from a Parkway in Brentwood, where businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: The project is in partnership with California Department of Parks and Recreation, Contra Costa County Water Conservation and Flood Control and Contra Costa County.

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

6. Oakland East Bay Greenway Trail Extension:

Project: Construction of a .75-mile extension of paved Class I multi-use trail under the BART line. This project extends the trail from 85th to 98th, effectively connecting 98th Avenue to the Oakland Coliseum/Airport BART station.

Partners: The project is in partnership with the City of Oakland and the Alameda County Transportation Commission.

Community Benefits: The proposed project is in an area where over 25% of the residents live in poverty, and have the highest rates of asthma, diabetes and heart disease in the county

(Source: Alameda County Public Health Department). A Health Impact Assessment, sponsored by the California Endowment, was conducted for the project and highlighted its positive effects on obesity rates, heart disease and mental health. The proposed extension is part of the East Bay Greenway Plan. The Plan is the result of a two-year public engagement and planning effort where over 500 residents provided input at 40 public meetings led by the Park District, in partnership with Urban Ecology and the Alameda County Transportation Authority. The project will result in a well-lit, landscaped bicycle and pedestrian path connecting to the BART station, AC Transit bus service and local schools. The proposed construction, security and safety improvements would create better connections to the Oakland Coliseum/Airport BART station, which is a key commuting hub for the thousands of employees (about one-third in cargo-related, working-class jobs) who work at the airport.

7. Oakland Bay Trail Gap Closure:

Project: Construction of a .10-mile paved Class I multi-use connection to the new Brooklyn Basin trail and housing development.

Partners: The project is in partnership with the Port of Oakland and the City of Oakland.

Community Benefits: The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey). In addition to providing a needed transportation link and enhancing public access to the shoreline, the proposed trail will provide essential shoreline protection along the Oakland Waterfront.

8. Oakland Martin Luther King, Jr. Regional Shoreline Bay Trail Extension – Facilitating Bridge Connection to the City of Alameda:

Project: Preliminary engineering for a .2-mile paved Class I multi-use trail connection of the San Francisco Bay Trail in a high use industrial area. This project would remove pedestrian and bicycle traffic from a semi-truck loading hub on congested Tidewater Avenue in Oakland.

Partners: The project is in partnership with the City of Oakland.

Community Benefits: When using the Department of Transportation's areas of persistent poverty status tool, the project meets their defined criteria for an Area of Persistent Poverty. According to a 2019 report by the American Community Survey, 21.4% of residents in this census tract live below poverty. In addition, the design for this project will need to be innovative as it requires cantilevering over an estuary and under a well-used aggregate loading dock with frequent barge traffic. The trail segment would facilitate an active transportation and safe pedestrian connection from Oakland to the City of Alameda.